

INTIMATIONS
A. S. WATSON & CO., LIMITED



WINE & SPIRITS

We beg to call attention to our PRICES LIST OF WINES AND SPIRITS as below -
As these are all selected and bought first hand by our London House we have any intermediate profits and are thereby enabled to supply the best qualities at Moderate Prices.

PORT

(For Invalids and General Use.)

| | Per Case | Per Bottle |
|-------------------------------------------------------------------------|----------|------------|
| 2 VINTAGE, superior quality, Red Capes, 1897 | \$14.40 | \$1.20 |
| 2 FINE OLD VINTAGE, superior quality, Black Seal Capes, 1897 | 16.00 | 1.35 |
| 2 VERY FINE OLD VINTAGE, extra superior quality, Black Seal Capes, 1897 | 20.40 | 1.70 |

SHERRY

| | Per Case | Per Bottle |
|-----------------------------------------------------------------------------------------|----------|------------|
| 2 SUPERIOR PALE DRY, superior quality, Green Seal Capes, 1897 | \$10.80 | \$0.90 |
| 2 MANSILLA, PALE NATURAL SHERRY, superior quality, Black Seal Capes, 1897 | 12.00 | 1.00 |
| 2 SUPERIOR OLD DRY, PALE NATURAL SHERRY, superior quality, Black Seal Capes, 1897 | 12.00 | 1.00 |
| 2 VERY SUPERIOR OLD DRY, PALE NATURAL SHERRY, superior quality, Black Seal Capes, 1897 | 14.40 | 1.20 |
| 2 EXTRA SUPERIOR OLD DRY, PALE NATURAL SHERRY, superior quality, Black Seal Capes, 1897 | 20.40 | 1.70 |

B. C. and C. C. are excellent dinner Wines or for invalids and delicate stomachs. D and E are also excellent Wines of a very superior vintage. All are extra Xmas Wines.

CLARET

| | Per Case | Per Bottle |
|---------------------------------|----------|------------|
| 2 ST. ESTEPHE, Red Capes, 1897 | \$9.84 | \$0.82 |
| 2 ST. JULIEN, Red Capes, 1897 | 9.00 | 0.75 |
| 2 LA ROSE, Red Capes, 1897 | 12.96 | 1.08 |
| 2 SAINT FOY, Red Capes, 1897 | 7.20 | 0.60 |
| 2 CHATEAU D'AY, Red Capes, 1897 | 9.00 | 0.75 |
| 2 CHATEAU D'AY, Red Capes, 1897 | 13.20 | 1.10 |
| 2 CHATEAU D'AY, Red Capes, 1897 | 18.00 | 1.50 |
| 2 CHATEAU D'AY, Red Capes, 1897 | 21.00 | 1.75 |

Our Claret, including the lowest prices, are guaranteed to be the genuine product of the vine of the grape, and are not artificially made from raisins and currants, as is generally the case with cheap Wines.

HOCK

| | Per Case | Per Bottle |
|----------------------------|----------|------------|
| 2 NESTLE, Hock, 1897 | \$12.00 | \$1.00 |
| 2 BUNDESHIMMER, Hock, 1897 | 10.00 | 0.83 |
| 2 HOCHREIMER, Hock, 1897 | 24.00 | 2.00 |

BRANDY

| | Per Case | Per Bottle |
|----------------------------------------|----------|------------|
| 2 J. HENRI'S OLD PALE, Red Capes, 1897 | \$18.00 | \$1.50 |
| 2 J. HENRI'S OLD PALE, Red Capes, 1897 | 24.00 | 2.00 |
| 2 J. HENRI'S OLD PALE, Red Capes, 1897 | 36.00 | 3.00 |
| 2 J. HENRI'S OLD PALE, Red Capes, 1897 | 48.00 | 4.00 |

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY

| | Per Case | Per Bottle |
|----------------------------------------|----------|------------|
| 2 THOMAS'S BLEND, White Capes, 1897 | \$10.80 | \$0.90 |
| 2 WATSON'S GLENROTH, White Capes, 1897 | 10.80 | 0.90 |
| 2 WATSON'S GLENROTH, White Capes, 1897 | 12.00 | 1.00 |
| 2 WATSON'S GLENROTH, White Capes, 1897 | 14.40 | 1.20 |
| 2 WATSON'S GLENROTH, White Capes, 1897 | 15.00 | 1.25 |
| 2 WATSON'S GLENROTH, White Capes, 1897 | 14.40 | 1.20 |

Our lowest priced Whisky is of excellent quality and of greater age than most brands in the market. We recommend our customers not to be deceived by the lowest price from trying them all. For a soda whisky, Thomas's Blend and Watson's Glenroth are equal to any. Absolute Glenroth is a very old Scotch Whisky (fancy) that could not be replaced in stock at the price. D and E are also well known brands.

IRISH

| | Per Case | Per Bottle |
|-----------------------------------------|----------|------------|
| 2 JOHN JAMESON'S OLD, Green Capes, 1897 | \$10.00 | \$0.83 |
| 2 JOHN JAMESON'S OLD, Green Capes, 1897 | 15.00 | 1.25 |
| 2 JOHN JAMESON'S OLD, Green Capes, 1897 | 18.00 | 1.50 |

All these Whiskies are of old C. H. has been stocked in Hongkong in wood for over 20 years, there being little sale for Irish Whisky in the Colony.

AMERICAN

| | Per Case | Per Bottle |
|---------------------------------------------|----------|------------|
| 2 FINE OLD SCOTCH WHISKY, Green Capes, 1897 | \$15.00 | \$1.25 |
| 2 FINE OLD SCOTCH WHISKY, Green Capes, 1897 | 15.00 | 1.25 |

GIN

| | Per Case | Per Bottle |
|-----------------------------------|----------|------------|
| 2 FINE OLD GIN, White Capes, 1897 | \$7.20 | \$0.60 |
| 2 FINE OLD GIN, White Capes, 1897 | 7.20 | 0.60 |

RUM

| | Per Case | Per Bottle |
|---------------------------------------|----------|------------|
| 2 FINE OLD LAMARCA, White Capes, 1897 | \$15.00 | \$1.25 |
| 2 FINE OLD LAMARCA, White Capes, 1897 | 15.00 | 1.25 |

LIQUEURS

| | Per Case | Per Bottle |
|---------------------------------------|----------|------------|
| 2 Bénédictine, Blackberry Brand, 1897 | \$15.00 | \$1.25 |
| 2 Bénédictine, Blackberry Brand, 1897 | 15.00 | 1.25 |

ABRATED WATER

A. S. WATSON & CO., LIMITED
THE HONGKONG DISPENSARY
Hongkong, 11th August, 1897

INTIMATIONS
BROWN, JONES & CO.

DESIGNED BY
AMERICAN AND ITALIAN MARBLE
AND HONGKONG GRANITE
CEMENTERY MEMORIALS.

Designs and Prices on application.
Office, 47, QUEEN'S ROAD CENTRAL. (2687)

THE CHRONICLE AND DIRECTORY

CHINA, JAPAN, COREA, INDIA, CHINA, STRAITS, NETHERLANDS, INDIA, SINGAPORE, PHILIPPINES, BORNEO, &c., &c., WITH A DIRECTORY AND COMPANION.

THE HONGKONG DIRECTORY

AND HOME LIST FOR THE FAR EAST.

1897.

THE THIRTY-THIRD ANNUAL ISSUE, which will be found, as hitherto, more full and accurate than its predecessors.

Royal Octavo. Complete with Maps and Plans pp. 1240, 87. Directory only, pp. 872, 35.50

BIRTH

On the 7th August, at "Veritas," Tangle, the wife of SIDNEY JEFFREY, of a son.

At the Yokohama General Hospital, on the 4th instant, HAROLD C. RYAN, aged 24 years.

At his residence, No. 18, Bluff Road, on the 6th August, H. M. BOWEN (Gentle & Co., Yokohama and Kobe), of secondary meningitis.

The Daily Press.

HONGKONG, AUGUST 17th, 1897.

WHATEVER truth there may be in the accusations recently made by the Censors against His Excellency TAN CHUNG-LIN, the Viceroy of the two Kwang, there is small doubt about the marvellous condition of great portion of the provinces he is alleged to be governing. One Censor states that the Viceroy has lapsed into senility, and is the easy prey of intriguing and corrupt persons. The second son of the Viceroy is included in the denunciatory memorial of the Censor, and the charges are reported to be undergoing investigation by His Excellency Hsu CHEN-YI, Governor of Kwangtung. There is, we imagine, plenty of ground for investigation, for things have for some time past been going from bad to worse in Kwangtung. Clan fights on a vast scale are constantly occurring in different districts, and in many cases the slaughter is so great as to amount to civil war on a small scale. Simultaneously with these outbreaks bandits roam the provinces, and terrorize and plunder whole villages and towns. A serious insurrection has broken out in the Chinchow district, and it is stated that the rebels now number ten thousand. Corruption is rife in every branch of the administration, trade is hampered by the multiplication of lekin barriers and the invention of new imposts. It is unfortunate for the interests of this Colony and of British trade generally that the reins of power in the neighbouring provinces should be held in so feeble a grasp as has been the case for many years in Canton. Since CHANG CHUNG-LEUNG left to administer the Government of the Huikwang at Wu-chang no progress of any kind has been made in the two Kwang, and again the Viceroy or the corruption of the officials. The outlook is certainly about as bad as could be wished, and the worst of it is that there is very little hope of any material improvement being brought in the ordinary course. If His Excellency TAN, on the report of his subordinate, removed from the Governor-Generalship, it is to be feared he will only be succeeded by another corrupt mandarin: King Log will be replaced by King Stork. There seems to be no salvation for China through her own governing class, and if ever the country is to be opened up and its great natural resources properly utilized this must be effected by foreign influence if, not by direct foreign interference. Meanwhile it would be an excellent thing for the British Government to afford the Cantonese an object lesson in the direction of how to administer the rural districts by acquiring the strip of land at the year of the Kwolow peninsula extending to the back of Mr. and Mrs. Peak Bay. This rectification of the frontiers of the Colony is urgently required, and should be pressed for now while the province is being so shamefully misgoverned. The people living in this small strip of territory would then be rescued from disorder and find security and freedom from official persecution. The country is not rich, but as the peasants would find their produce free from the taxation at present imposed on most of the provisions sent to the Hongkong markets a great stimulus would be given to cattle raising and the cultivation of vegetables and fruit. Sites for various industries would also be provided, and the first section of the proposed line from Kowloon to Canton could be constructed, just to show the way and encourage the Chinese Government to complete the work.

The debate on the Naval Works Bill in the House of Commons on the 14th ultimo had some local interest for this Colony. Mr. AUSTEN CHAMBERLAIN, Civil Lord of the Admiralty, in an able speech, in moving the second reading of the Bill, gave the House some information as to the new works that are to be undertaken during the current financial year. The most important, of course, is the creation of a harbour at Dover which will have an enclosed space of 510 acres below low water and afford berths for about twenty battleships besides smaller vessels. At Gibraltar it is intended to close the north end of the harbour by a breakwater, at a cost of \$700,000, of which the colony is to contribute four-sevenths. At Colombo a large new dock is to be built, towards the cost of which the Admiralty will contribute one-half, the said sum not to exceed \$185,000. Concerning Hongkong, an address had been made in the estimate for the extension of the Royal Yard which will give the Admiralty a dockyard of eight acres and a dry dock basin with a frontage of 1,100 feet and a depth of 20 feet, the said dock basin will be the largest ever water-jetty erected by the old dock. The estimate was well received, but the Admiralty was

THE NEW CHINESE LOAN.

THE JAMESON-ROOLEY SYNDICATE.
[SPECIAL TELEGRAM TO THE "DAILY PRESS,"]
Shanghai, 16th August.

The Jameson-Rooley Syndicate have signed a preliminary contract with the Chinese Government for a loan of sixteen million pounds sterling.

In consequence of this contract the Syndicate obtain important railway construction concessions.

The Syndicate's agent proceeds to Peking today to ratify the contract.

SUPREME COURT.

16th August.

In ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE).

CHUNG CHAI LEE v. KAW HONG TAKE.

In this case the plaintiff, who is a merchant and commission agent carrying on business in Bonhom Strand, sought to recover from the defendant, who is also a merchant and commission agent carrying on business in Praya Water, the sum of \$1,000, with interest, and costs.

The plaintiff alleged that the defendant had shipped by plaintiff on defendant's ship *Compass*, and \$1,000 damages sustained by the detention of the goods.

Mr. J. J. Francis, Q.C. (assisted by Mr. Robinson), for the plaintiff, said that the plaintiff had shipped the goods on the 12th and 13th August.

Mr. Robinson, for the defendant, said that the goods were shipped on the 12th and 13th August.

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THE FOLLY OF THE HARRINGTON.

THE FOLLY OF THE HARRINGTON. By J. H. BROWN. London: Longmans, Green & Co., 1897.

This, the latest addition to Longmans' Library, is a collection of the author's statements in the dedication to Miss Harrington, at being a comedy. And a comedy it is, bright and sparkling, and with a little dash of the serious in the character of the hero, the hero of the story, Mr. Harrington, the hero, is an unconventional young man, healthy and generous, moving in London society and patronizing a girl's club, the members of which allow her. For make everyone else but not only the members of her club, but also the notable percentage composing her social circle. Amongst the characters introduced are a polished villain and a sound-headed explorer from Africa who has made a name for himself. After the manner of comedies the heroine in the long run bestows her hand and heart in the right place. The rather slender plot is skilfully treated, with plenty of lively dialogue and a succession of amusing and exciting situations. It is a book to be read at one sitting, and few who commence it will lay it down until they have finished it. Our copy for review reached us through Messrs. Kelly and Walsh, Limited.

Mr. Keith's Crime. A Record. By Mrs. W. K. CHAPMAN. London: T. Fisher Unwin, 1897.

A novel which reaches a sixth edition is a strong recommendation. "Mrs. Keith's Crime" is a strongly written story, but exceptionally morbid. The crime which forms its motif is as clearly the result of an unbalanced mind as any other form of madness. In her preface, referring to criticisms of her work that have appeared, the authoress says: "The chief objection to Mrs. Keith's story is that it was written in the present tense, and that as a whole it was much too painful." The former objection the authoress says by saying that a workman uses tools which will best accomplish the design he has in hand, and that the present tense was the best tool for telling the story, while as for the story being painful, human life is often an agony here in silence, and it is the business of fiction to make us familiar with the joys and sorrows of life. All of which is very true, but we can hardly think it the business of fiction to give an introspective study of madness. Mrs. Keith's love for her slowly dying child gradually undermines her moral responsibility and finally leads to a great catastrophe. The annals of criminal jurisprudence furnish accounts of extraordinary crimes committed by mothers whose maternal affection has run to the excess of madness, but these would hardly form pleasant themes for a novel, neither does Mrs. Keith's crime, though the story is artistically told, and relieved with bright and lively touches here and there.

Christine of the Hills. By MAX PERMONT. London: George Bell and Sons. Hongkong: Kelly and Walsh.

Mr. Permont's heroine is a Dalmatian girl, whose story is told to the author by an old sailor of Sebenico who claimed to have a yacht to let and a week to idle through. The old sailor himself, Andrea, plays a conspicuous part in the story and is a very clever character. Christine was left an orphan, subject to the abuse of a brutal half-brother, and with a friend but Andrea, and he less since her father for four years, which was unhappy for the child. She develops a talent for singing and the violin and ultimately achieves a professional triumph, which coincides in point of time with her return to her native land. During her exile Christine was a had, neglected, and ill-treated. The story is well told and the interest is never allowed to flag.

The Temple of Folly. Chapters from the Book of Mr. Fairfax, the Franciscan, truthfully, and for the first time, setting forth his entire relations with that curious, yet brotherhood. Edited by PAUL CHURCHILL. London: T. Fisher Unwin, 1897.

In a preliminary note issued by the publisher while the book was in the printer's hands we were informed that Mr. Paul Churchill was making his way, very most important bit for fame in "The Temple of Folly." The title is an allusion to Melancthon Abbey the scene of the famous orgies of George Babb Doddington, the favorite of George the Second. Mr. Churchill has, in fact, essayed a historical romance in which he has brought Doddington in, in the picturesque double role of perfect gentleman and infamous rake. Doddington, it will be remembered, founded an impious order of Franciscans who worshipped the devil. The names of eleven of the twelve members of this order are handed down to us by the chronicler. Mr. Churchill has made his hero the twelfth, and thus Doddington steps in where history leaves him. But we do not find very much about the Franciscans in the book. There is an account in the fifteenth chapter of the hero's initiation, but the mysteries of the Order have not a great deal to do with the plot, which is concerned chiefly with love and adventure. Anthony Fairfax, the hero, tells the tale, and he has been trained in his father's hall at Totin, but instead he ran away to sea. Subsequently he is thrown into contact with George Babb Doddington, afterwards Lord Melancthon, by whom he is induced to join the Order of Franciscans, though he does not appear to have joined to any great extent in their orgies and villanies, but the contrary to have lived the sort of life to be expected of a bodily minded, high spirited young fellow. If the historical element in the book is somewhat thin and disappointing the romance itself is distinctly interesting.

A Padre in Portibus. Being Notes and Impressions of a brief Holiday Tour through Java, the Eastern Archipelago, and Siam. By the Rev. GEORGE M. RAYNE, M.A. Reprinted from the Singapore Free Press. Singapore, Hongkong, Shanghai, and Yokohama: Kelly and Walsh, Limited, 1897.

Those who made acquaintance with Mr. Rayne's descriptions of his holiday ramblings when they appeared in the Singapore Free Press will be pleased to have a portion of them in permanent form and will entertain a hope that the reviewer may be similarly rescued from the oblivion of a newspaper file. The author records his impressions in an interesting and amusing manner, having a light and graceful pen. There is no straining after effect, no artificiality, but a plain and faithful record of his observations and his own views on the things he saw. The book is a most interesting and useful one, and we heartily recommend it to all who are interested in the East.

A Parliamentary return recently received regarding the number of persons who were killed in the earthquake of 1896, shows that the total number of persons killed was 1,100, and the number of persons injured was 1,100.

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NOTICE TO CONSIGNEES

THE CHINA MUTUAL STEAM NAVIGATION CO. LIMITED.

NOTICE TO CONSIGNEES

FROM GLASGOW, LIVERPOOL AND SINGAPORE

THE Company's Steamship

"OPOAK"

having arrived from the above ports, Consignees of cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, where delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all claims must be sent in to the effect of the undersigned before Noon on the 17th Aug. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 17th August, at 11 p.m.

No Five Insurance has been effected, and any goods remaining in the Godowns after the 17th August will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & CO.

Agents.

Hongkong, 10th August, 1897. (184)

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES

FROM TRIESTE, VENICE, PORT SAID, SUEZ, JEDDAH, SUKAT, MASSARA, HADRAMAUT, ADEN, KOBLE, CHEBE, BOMBAY, PENANG, AND SINGAPORE.

THE Steamship

"MEDUSA"

having arrived, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, where delivery may be obtained.

This vessel brings on Cargo—From Trieste, ex ss. *Amphitrite*, transhipped at Bombay.

Optional Cargo will go on to Shanghai unless notice to this contrary be given before Noon To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the undersigned before Noon on the 18th inst. or they will not be recognized.

No Five Insurance has been effected, and any Goods remaining in the Godowns after the 18th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER & CO.

Agents.

Hongkong, 11th August, 1897. (5)

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamship

"PATROCLUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned, in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst. at Noon.

Goods undelivered after the 14th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined on THURSDAY, the 14th inst. at 4 p.m.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th August, 1897. (1838)

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY"

FROM STRAITS AND BOMBAY

Consignees of Cargo by the above-named Steamship are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—From Persian Gulf, ex ss. *Alima* and *Soudan*.

Goods not cleared by the 18th inst. at 4 p.m. will be subject to rent.

No Five Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and certificates of damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 13th August, 1897. (1)

NOTICE TO CONSIGNEES.

STEAMSHIP "TOKO".

FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

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Hongkong, 13th August, 1897. (1)

NOTICE TO CONSIGNEES.

STEAMSHIP "TOKO".

FROM MIDDLESBOROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on Cargo—From Persian Gulf, ex ss. *Alima* and *Soudan*.

Goods not cleared by the 18th inst. at 4 p.m. will be subject to rent.

No Five Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and certificates of damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

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VESSLS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND FOOSHOW.

THE Company's Steamship

"HATIAN"

will be despatched for the above ports TO-DAY, the 17th inst. at Noon.

For Freight or Passage, apply to DOUGLAS LAIPKAI & CO., General Managers.

Hongkong, 14th August, 1897. (1887)

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"TANTALUS"

will be despatched on above TO-DAY, the 17th inst. at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th August, 1897. (1493)

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON AND LIVERPOOL, VIA STRAITS AND USUAL PORTS OF CALL.

THE Company's Steamship

"PINGSUEY"

will be despatched on above TO-MORROW, the 18th inst. at Noon.

For Freight, apply to HOLLIDAY, WISE & CO., Agents.

Hongkong, 16th August, 1897. (1868)

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

THE Company's Steamship

"KASHING"

will be despatched on above TO-MORROW, the 18th inst. at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th August, 1897. (1868)

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ZAFIRO"

will be despatched for the above port TO-MORROW, the 18th inst. at 4 p.m.

This steamer has Superior accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 16th August, 1897. (1874)

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"HUPEI"

will be despatched on above TO-MORROW, the 18th inst. at 4 p.m.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th August, 1897. (1788)

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, & Honolulu) TO-SATURDAY, Aug. 24, 1897, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, & Honolulu) TO-SATURDAY, Sept. 11, 1897, at Noon.

PERU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, & Honolulu) TO-THURSDAY, Sept. 30, 1897, at Noon.

THE U.S. Mail Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBLE, INLAND SEA, YOKOHAMA, AND HONOLULU, TO-SATURDAY, the 24th August, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through OLDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the Great Northern Pacific, Central Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; and the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the Southern Pacific, Great Northern Pacific, Union Pacific, Denver and Rio Grande, and Northern Pacific Railways; and the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Special rates (first class only) are granted to Missionaries, members of the Navy, Military, Diplomatic, and Civil Service, to Europe, and to Government officials of China and Japan, and to Government officials of the United States.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels will be received at the Office until 5 p.m. same day; all Parcels Packages must be marked to address in full; value of same is required.

Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in London, enclosed in a separate envelope, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, N. J. FRYER, Agent.

J. S. VAN BUREN, Agent.

Hongkong, 21st July, 1897. (53)

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"FREY"

will be despatched on above TO-DAY, the 17th inst. at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th August, 1897. (1862)

FOR SAN FRANCISCO.

THE Company's Steamship

"HATIAN"

will be despatched on above TO-DAY, the 17th inst. at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th August, 1897. (1862)

FOR NEW YORK.

THE Company's Steamship

"LANDSEER"

will be despatched on above TO-DAY, the 17th inst. at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th August, 1897. (1862)

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